

THEY WON'T STRIKE.

THE ORDER OF ASSEMBLY

Calling Out Brewery Employees and Stationary Engineers Utterly Ignored — Great Dissatisfaction Over the Conduct of

NEW YORK, Feb. 11.—The order of Dis-

the river front is concerned, has proved a dead letter. A visit to the docks this morning failed to discover a single instance where the stationary engineers had quit work. A visit to the breweries showed

that all the employees were at work, and the men stated that they have positively refused to obey the order to stop work and join the union.

The eccentric engineers refused to obey an order of District Assembly 49, Knights of Labor, to strike. At the headquarters of the Assembly this morning the reports of delegates who had

been sent out to see what steps the engineers were taking in the matter of obeying the order reported that the men refused to quit work. The reports from the different breweries were equally discouraging, and it was generally admitted that the last effort of 48 had proved a failure.

Considerable dissatisfaction is felt with the Executive Board of 40 because of the manner in which the strike has been conducted. A prominent member of the Freight Handlers Union said to-day that there were two or three men holding rank in 40 who wanted to make

in to who wanted to run the whole business for their own ends. A number of longshoremen stood around the headquarters and several of them openly declared that they would go to work unless more financial aid from their union was granted them. A similar opinion was ex-

pressed by other men and it would not be surprising if there was a general break in the ranks of the strikers at any moment.

Surrender of Freight Handlers.
NEW YORK, Feb. 11.—The freight handlers formerly employed on the New York

& Northern railway, yesterday sent a delegate to Agent Allen to ask him to take back the strikers without exception. He replied that as the union men had struck work without giving him any warning they could not come back. All the new

men had been promised a permanent position, and were giving satisfaction. He was bound, and would keep faith with them.

At the Maine Line dock all of the strikers have returned, and at the Ward Line dock only about twenty-five of the strikers

remain out. At the Mallory line dock the Superintendent will have none of the strikers, the men taking their places giving satisfaction. At the pier of the Long Island railroad, the Bristol Line, the Baltimore and Ohio Transportation, the Bridgeport Daily Line and others, the men

A Strike Settled.
PITTSBURGH, Feb. 11.—A Connellsville, Pa., special says: The strike of the yard-

men of the Pittsburgh, McKeesport & Youghiogheny railroad has been settled, the company conceding the increase in wages demanded. Trains are running as usual to-day.

The Only Original.

NEW YORK, Feb. 11.—The original and only Tichborne claimant, "Sir Roger Charles Doughty Tichborne, Bart," as he signs himself, is greatly chagrined over the fact that a large number of newspapers as well as their readers have confounded

He has received several marked copies of newspapers with editorial commenting tomorrowly upon the charge from a Erie county penitentiary for obtaining a possession by fraudulent representations.

time museum platform to a prison cell, as well as a large number of letters from friends asking him if he was the convicted man or some other man. He says that if he is denounced as a fraudulent claimant, he does not know what ought to be said of a man who fraudulently claims to be the

Frightful Accident.
ALLENTOWN, PA., Feb. 11.—Although deformed and almost totally blind, An-

widow residing in the Sixth ward, was an inveterate train jumper, and got on and off moving trains with surprising ease. Yesterday, with two companions, he went to Catawanna on a begging tour, and af-

warders boarded a coal train to ride to this city. When near town the other two boys jumped off and urged Dunleavy to follow. He made a misstep, fell under the train, and was ground to pieces. For several years the boy had been used by his companions to arouse sympathy. Two

weeks ago they were arrested at Lancaster, and a week ago at Norristown, for vagrancy. After being detained several days they were sent to Allentown.

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Frightened Passengers.
New York, Feb. 11.—The steamer

Waterbury, from Bridgeport, Conn., looked like a wreck when she arrived here this morning the whole port side being one mass of broken glass, wood, iron and ropes. The Captain says that when near Glen Cove, in Long Island Sound, during

the night the Waterbury was run into by a schooner, which came upon her unseen in a heavy fog prevailing at the time. The schooner backed on, apparently uninjured and disappeared, and her name was not learned. There were twenty-three passengers on the steamer, five of them

women, and all were greatly frightened when the collision occurred. The damage to the schooner can be easily repaired.

Shuts off Passes.
MILWAUKEE, Wis., Feb. 11.—General

Passenger Agent Carpenter, of the St. Paul road, has sent a circular to all passenger agents, saying: "The Inter-State Commerce Law, which goes into effect on March 31, 1887, forbids the issue of passes on the making of reduced rates to other than bona fide railroad employees. There-

Therefore, from this date you will not issue nor recommend the issuance of annual, season, trip or mileage passes or half-fare permits to any person on any account who does not come under the head of railroad employees for any person beyond March 31, 1887." This entry of the

Good Enough.

CHICAGO, Feb. 11.—The *Journal* this afternoon gives prominence to a letter from

Its editor, ex-Lieutenant Governor Andrew Shuman, who, writing from Washington, offers the prediction that the next Republican presidential ticket will probably be headed by John Sherman and General Joseph Hawley.

RANGOON, Feb. 11.—Four hundred houses
 were burned here to-day.
 DIED.
 CRACRAFT—On Friday, February 11, 1857, at 6

Funeral from his late residence, Sunday, February 13, at 11 o'clock A. M. Interment at Stone Church Cemetery.